

# DECLASSIFICATION

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SECURITY INFORMATION

## INFORMATION REPORT

## REPORT

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COUNTRY East Germany

DATE DISTR. 10 October 1952

SUBJECT Ship Construction and Repair at Mathias  
Thesen Werft, Wismar

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(LISTED BELOW)

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ACQUIRED

SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. The Progress of Shipbuilding - Type I ships

a. The state of completion achieved  was as follows: 50X1-HUM

~~planned~~

Actual

Dockyard No.	10000	13.56	10.45
" "	10001	13.56	4.3

b. The reasons why the planned completion stage was not reached is explained mainly by a shortage of materials and a lack of specialists, particularly welders.

2. Refits of Russian ships

a. The POBEDA has left for Odessa. Before leaving, the ship was provided with 2200 tons of diesel fuel, whereas only 1800 tons had been authorized by the reparations office. Although 300 tons were returned, this event and the fact that extra work had been carried out on the vessel over and above the plan, have caused differences of opinion between the SCC and the Werft.

b. KOOPERATSIA- This ship, back at the Mathias Thesen Werft, has not been completed in time. This is said to be a result of:

- (1.) the delayed docking of the vessel;
- (2.) the nondelivery of the engines which Mathias Thesen Werft had to pick up in its own vehicle from Leipzig;
- (3.) the pressing need of Mathias Thesen Werft for a floating crane.

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- (4.) the fact that workers had had to use primitive methods, i.e. pontoons borrowed from the SCC.

Under pressure from the SCC, steps are being taken to put in as much work as possible on the KOOPERATSIA. This includes the transfer of two welders from another Object, and the division of the present workers, who are to be spurred on by premium competitions, into three shifts. In addition, the issuing points for machines, tools, and supplies are to be open day and night.

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c. MOZHAISKI - Minister Gerhard Ziller of the Ministry of Machine Construction has assured the SCC that the vessel will be delivered this year [redacted]. In addition, Ziller has assured the reparation office in writing that he will make himself personally responsible for the delivery of turbines by Bergmann-Borsig [redacted]. In addition, it is proposed to bring riveters employed on bridge building to work on the MOZHAISKI in order to do as much work as possible on her during the long summer days. The Mathias Thesen Werft is again hampered in completing the vessel by the lack of of floating crane.

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d. LEN-SOVIET - Very little work was carried out. However, in the event of the transfer of the KALININGRAD (see below), all the resulting free manpower would be directed to this vessel and to the MOZHAISKI.

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e. KALININGRAD - The ship left [redacted] for Warnemuende where the boilers were removed. This work could not be done in the Mathias Thesen Werft because of the lack of a floating crane. Although the KALININGRAD is back in Wismar, it is not certain that the remainder of the work will be carried out there [redacted]. The SCC announced that they were expecting advice from Moscow shortly as to which dock she should enter. The SCC therefore requested the Werft to cease work on the KALININGRAD, but only in such measure that the vessel would be ready for immediate transfer.

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f. [redacted] for repairs are the VORONETS, VOLOGDA and ZESTRONEZK. If, as anticipated, the KOOPERATSIA leaves shortly, and the KALININGRAD is transferred, the Mathias Thesen Werft would be prepared to take these vessels [redacted]. The SCC will endeavor to arrange this.

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